

## AGC/WSDOT Structures Team Meeting

Sep. 20, 2002

9:00 AM –12:00 PM NWR Corson Avenue Facility

Attendees:	Company	Phone	E-mail
Amy Revis	WSDOT	360-442-1346	<a href="mailto:revisa@wsdot.wa.gov">revisa@wsdot.wa.gov</a>
Bill Ott	Consultant	425-814-3804	<a href="mailto:Wpo910@aol.com">Wpo910@aol.com</a>
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Scott Ayers	Wilder Const.	425-551-3100	<a href="mailto:scottaye@wilderconstruction.com">scottaye@wilderconstruction.com</a>
Tom Madden	WSDOT	206-768-5861	<a href="mailto:maddent@wsdot.wa.gov">maddent@wsdot.wa.gov</a>

The meeting commenced at 9:04 AM with a presentation on the Lewis and Clark project presented by the Project Engineer Amy Revis.

### **Lewis & Clark Bridge**

The existing bridge crosses the Columbia River between the States of Washington and Oregon. The project will replace the existing bridge deck, provides for seismic retrofitting of the bridge, truss painting, and replacement of the navigation lights. The ad date is Sep. 30, 2002 and the anticipated completion date is in 2005. The \$30-\$40 million project will meet the geometric design standards and will also provide for a bike access. Some highlights of Amy's presentation:

- This is a A+B+C bidding contract. The "C" component is the incentives provided for the least number of bridge closures
- 102 existing deck panels must be replaced. The heaviest new panel segment weighs 170 Kips
- The contract allows for a max. of 140 nightly full bridge closures from 9:30 PM to 5:00 AM, Sunday through Thursday, and four weekend closures. No holiday closures are allowed
- Continuous communication with the public during the construction is crucial
- There will be a six week ad period

The members had the following questions/feedbacks:

- How are the wage rates and sales taxes handled between the two States? Could they be based on the Washington laws only?
- Allow for a pre-bid night closure for the contractors to look at the Bridge

### **Alaskan Way Viaduct**

Tom Madden along with Gordon Clark of PB and Bill Ott gave an update on the current ongoing efforts for the Viaduct. Due to budget restrictions, the original scope of the project is scaled back from \$11.9 Billion to \$3.2 Billion. The current proposal replaces the viaduct from Holgate to the Battery St with a combination of cut and cover tunnel and elevated structure. The referendum 51 will fund the design and R/W acquisition for \$450 million. The construction will be funded by a combination of fund sources from, RTA, Feds, Port, City, and grants. If the referendum fails, the design effort will come to a halt.

There were no comments on the July meeting notes. Ron addressed previous agenda topics for discussion and update:

### **Self Compacting Concrete**

Millard Barney reported that the self-compacting concrete is gaining popularity across the Country. It has been used in double tees for parking structures. The CTC has not used this concrete for production yet.

### **Stay in Place Forms**

The State will use concrete stay in place forms for the upcoming Salmon Creek and the Hood Canal Bridge projects.

### **End Diaphragm Premolded Joint Fillers**

The Bridge Design Office has started detailing butyl rubber or premolded joint filler to prevent soil intrusion between the end diaphragm and the abutment. In addition they are adding the option to pour the diaphragm on grade. There were some discussions about not removing the diaphragm forms in this gap. Ron pointed out that the gap was necessary to allow for free movement of bridge due to shrinkage and temperature.

### **New Topics:**

#### **Rebar Field Bending**

Contractors should alert the State if #6 rebars or larger are specified in the contracts for field bending.

### **Neoprene Pads For Column Jackets**

Ron proposed use of neoprene pad at the perimeter base of the column steel jackets so grout chipping would not be necessary. No objections to this proposal were raised.

Action Item: Ron will pursue the proposal with the Bridge Office for implementation.

### **Column Steel Jacket Length verification**

Ron proposed that the Specials address and allow for fabrication of longer steel jacket lengths to compensate for field measurement errors. The specials will also allow controlled field trimming when necessary.

Action Item: Ron will pursue changes to the Specials

**Next Meeting November 15, 2002, 9:00 AM Corson Ave. Facility**